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APPLICATION NO.	FILING DATE	FIRST NAMED INVENTOR	ATTORNEY DOCKET NO.	CONFIRMATION NO.
10/505,382	08/20/2004	Lars-Gunnar Hedstrom	P/1228-186	5175
2352	7590	09/25/2007		
OSTROLENK FABER GERB & SOFFEN 1180 AVENUE OF THE AMERICAS NEW YORK, NY 100368403			EXAMINER LE, DAVID D	
			ART UNIT	PAPER NUMBER
			3681	
			MAIL DATE	DELIVERY MODE
			09/25/2007	PAPER

**Please find below and/or attached an Office communication concerning this application or proceeding.**

The time period for reply, if any, is set in the attached communication.

<b>Office Action Summary</b>	Application No.	Applicant(s)	
	10/505,382	HEDSTROM, LARS-GUNNAR	
	Examiner	Art Unit	
	David D. Le	3681	

-- The MAILING DATE of this communication appears on the cover sheet with the correspondence address --

#### Period for Reply

A SHORTENED STATUTORY PERIOD FOR REPLY IS SET TO EXPIRE 3 MONTH(S) OR THIRTY (30) DAYS, WHICHEVER IS LONGER, FROM THE MAILING DATE OF THIS COMMUNICATION.

- Extensions of time may be available under the provisions of 37 CFR 1.136(a). In no event, however, may a reply be timely filed after SIX (6) MONTHS from the mailing date of this communication.
- If NO period for reply is specified above, the maximum statutory period will apply and will expire SIX (6) MONTHS from the mailing date of this communication.
- Failure to reply within the set or extended period for reply will, by statute, cause the application to become ABANDONED (35 U.S.C. § 133). Any reply received by the Office later than three months after the mailing date of this communication, even if timely filed, may reduce any earned patent term adjustment. See 37 CFR 1.704(b).

#### Status

- 1) ☒ Responsive to communication(s) filed on 25 June 2007.
- 2a) ☐ This action is **FINAL**.                      2b) ☒ This action is non-final.
- 3) ☐ Since this application is in condition for allowance except for formal matters, prosecution as to the merits is closed in accordance with the practice under *Ex parte Quayle*, 1935 C.D. 11, 453 O.G. 213.

#### Disposition of Claims

- 4) ☒ Claim(s) 1-20 is/are pending in the application.
- 4a) Of the above claim(s) \_\_\_\_\_ is/are withdrawn from consideration.
- 5) ☐ Claim(s) \_\_\_\_\_ is/are allowed.
- 6) ☒ Claim(s) 1-20 is/are rejected.
- 7) ☐ Claim(s) \_\_\_\_\_ is/are objected to.
- 8) ☐ Claim(s) \_\_\_\_\_ are subject to restriction and/or election requirement.

#### Application Papers

- 9) ☐ The specification is objected to by the Examiner.
- 10) ☒ The drawing(s) filed on 20 August 2004 is/are: a) ☒ accepted or b) ☐ objected to by the Examiner.  
Applicant may not request that any objection to the drawing(s) be held in abeyance. See 37 CFR 1.85(a).  
Replacement drawing sheet(s) including the correction is required if the drawing(s) is objected to. See 37 CFR 1.121(d).
- 11) ☐ The oath or declaration is objected to by the Examiner. Note the attached Office Action or form PTO-152.

#### Priority under 35 U.S.C. § 119

- 12) ☒ Acknowledgment is made of a claim for foreign priority under 35 U.S.C. § 119(a)-(d) or (f).
- a) ☒ All    b) ☐ Some \* c) ☐ None of:
1. ☐ Certified copies of the priority documents have been received.
  2. ☐ Certified copies of the priority documents have been received in Application No. \_\_\_\_\_.
  3. ☒ Copies of the certified copies of the priority documents have been received in this National Stage application from the International Bureau (PCT Rule 17.2(a)).
- \* See the attached detailed Office action for a list of the certified copies not received.

#### Attachment(s)

- |  |   |
|--|---|
| 1) <input checked="" type="checkbox"/> Notice of References Cited (PTO-892)                                | 4) <input type="checkbox"/> Interview Summary (PTO-413)<br>Paper No(s)/Mail Date. _____ |
| 2) <input type="checkbox"/> Notice of Draftsperson's Patent Drawing Review (PTO-948)                       | 5) <input type="checkbox"/> Notice of Informal Patent Application                       |
| 3) <input type="checkbox"/> Information Disclosure Statement(s) (PTO/SB/08)<br>Paper No(s)/Mail Date _____ | 6) <input type="checkbox"/> Other: _____  |

### **DETAILED ACTION**

1. This is the third Office action on the merits of Application No. 10/505,382, filed on 20 August 2004. Claims 1-20 are pending.

### **Documents**

2. The following documents have been received and filed as part of the patent application:
  - Priority Document, received on 08/20/04
  - Information Disclosure Statement, received on 08/20/04
  - Appeal Brief, received on 06/25/07

### ***Response to Appeal Brief***

3. In view of the Appeal Brief filed on 25 June 2007, PROSECUTION IS HEREBY REOPENED. The Amendment After Final, filed on 08 December 2006, has been entered and new grounds of rejections are set forth below.

To avoid abandonment of the application, appellant must exercise one of the following two options:

(1) file a reply under 37 CFR 1.111 (if this Office action is non-final) or a reply under 37 CFR 1.113 (if this Office action is final); or,

(2) initiate a new appeal by filing a notice of appeal under 37 CFR 41.31 followed by an appeal brief under 37 CFR 41.37. The previously paid notice of appeal fee and appeal brief fee can be applied to the new appeal. If, however, the appeal fees set forth in 37 CFR 41.20 have

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been increased since they were previously paid, then appellant must pay the difference between the increased fees and the amount previously paid.

A Supervisory Patent Examiner (SPE) has approved of reopening prosecution by signing below:

*Charles A. Marmorek 9/18/07*  
**CHARLES A. MARMOREK**  
SUPERVISORY PATENT EXAMINER  
ART UNIT 3681

***Claim Rejections - 35 USC § 103***

4. The following is a quotation of 35 U.S.C. 103(a) which forms the basis for all obviousness rejections set forth in this Office action:

(a) A patent may not be obtained though the invention is not identically disclosed or described as set forth in section 102 of this title, if the differences between the subject matter sought to be patented and the prior art are such that the subject matter as a whole would have been obvious at the time the invention was made to a person having ordinary skill in the art to which said subject matter pertains. Patentability shall not be negated by the manner in which the invention was made.

5. **Claims 1, 2, 5-10, 16 and 17 are rejected under 35 U.S.C. 103(a) as being unpatentable over U. S. Patent No. 6,151,978 to Huber (Huber'978) in view of the 1999 Publication of Basic Rotational Quantities (BRQ'1999).**

Note:

It should be noticed that **Huber'978**, column 3, lines 27-31, states, "This invention preferably includes the method that is disclosed in the copending U.S. patent application Ser. No. 08/988,465, which was filed on Dec. 10, 1997. The teachings of that application are incorporated into this specification by reference." The U.S. patent application Ser. No. 08/988,465, filed on Dec. 10, 1997, is now the U. S. Patent No. 6,167,996 to Huber et al. (Huber'996).

Claims 1, 2, 5-10, 16 and 17:

**Huber'978** (Fig. 1; column 1, line 67 – column 6, line 4) discloses a driveline comprising:

- A first driveline portion (Huber'978, Fig. 1, being the combination of elements 12, 16 and a first portion of 18);
- A second driveline portion (Huber'978, Fig. 1, being the combination of elements a second portion of element 18, 20, 14 and 24);
- A first sensor (Huber'978, Fig. 1, element 40) operable to detect the speed information of the first portion of the driveline;
- A second sensor (Huber'978, Fig. 1, element 42 or the inherent vehicle speed sensor) operable to detect the speed information of the second portion of the driveline;
- Wherein the second speed sensor (being the inherent vehicle speed sensor) is operable to detect a speed of the vehicle;
- An engine (Huber'978, Fig. 1, element 12) inherently having a flywheel;
- A gearbox (Huber'978, Fig. 1, element 14);
- A control unit (Huber'978, Fig. 1, being combination of elements 32 and 34) operable to store at least one measured value which is related to the speed information between the first driveline portion and the second driveline portion when the gear is engaged in the gearbox, and is operable to initiate a control action so that the reference/preselected speed and a prevailing speed between the first portion and the second portion are substantially equalized before the gear is

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disengaged (i.e., column 2, line 56 – column 3, line 31 of Huber'978; and i.e., column 3, line 27 – column 4, line 2 of Huber'996);

- A clutch (Huber'978, Fig. 1, element 18) in the driveline;
- Wherein the first sensor is operable to detect a speed of the engine (i.e., column 3, lines 12-26 of Huber'978);
- Wherein the inherently flywheel is located in the first driveline portion and the first sensor (40) is operable to detect a first parameter which is related to a rotational position of the flywheel;
- An output shaft (Huber'978, Fig. 1, element 24) of the gearbox being in the second driveline portion;
- Wherein the inherent vehicle speed sensor is operable to detect a second parameter which is related to the rotational position of the output shaft of the gearbox;
- Wherein the control unit is operable to initiate control of an output torque of the engine for substantially equalizing the prevailing speed and the reference speed between the first and second driveline portions before the gear is disengaged at the gearbox (i.e., column 2, line 56 – column 3, line 31 of Huber'978; and i.e., column 3, line 27 – column 4, line 2 of Huber'996);
- A gearchange mechanism (Fig. 1, being the combination of elements 36, 38 and 28 of Huber'978) in the gearbox;
- Wherein the control unit is operable to activate the gearchange mechanism for disengaging the gear when the prevailing speed and the reference speed between

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the first and second driveline portions have been substantially equalized (i.e., column 2, line 56 – column 3, line 31 of Huber’978; and i.e., column 3, line 27 – column 4, line 2 of Huber’996);

- A first component (Huber’978, Fig. 1, element 16) of the first driveline portion;
- Wherein the first sensor (40) is operable to detect a position of the first component (i.e., column 3, lines 12-26 of Huber’978);
- A second component (Huber’978, Fig. 1, element 20) of the second driveline portion; and
- Wherein the second sensor (42) is operable to detect a position of the second component (i.e., column 3, lines 12-26 of Huber’978).

**Note:**

It should be noted that the limitation, “*the specific element being adapted to allow elastic rotation between the first and the second driveline portions when driving torque is being transmitted in the driveline*”, as recited between lines 6-7 of claim 1, is part of the preamble and has not been given patentable weight. A preamble is generally not accorded any patentable weight where it merely recites the purpose of a process or the intended use of a structure, and where the body of the claim does not depend on the preamble for completeness but, instead, the process steps or structural limitations are able to stand alone. See *In re Hirao*, 535 F.2d 67, 190 USPQ 15 (CCPA 1976) and *Kropa v. Robie*, 187 F.2d 150, 152, 88 USPQ 478, 481 (CCPA 1951).

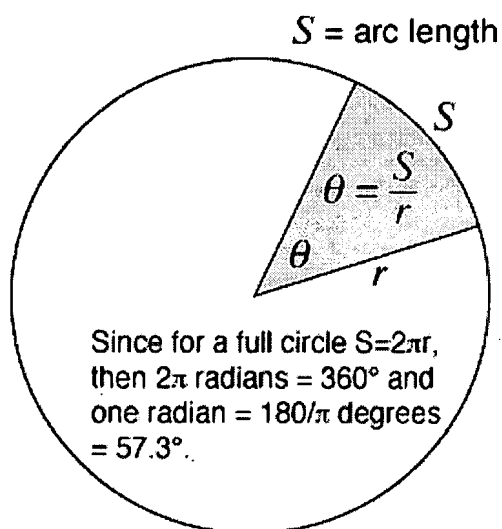
**Huber'978** does not explicitly state:

- Wherein the first sensor operable to detect an angular position of the first portion of the drive line;
- Wherein the second sensor operable to detect an angular position of the second portion of the drive line;
- Wherein the control unit is operable to store at least one measured value which is related to a reference angle between the position of the first driveline portion and the position of the second driveline portion when the gear is engaged in the gearbox, and is operable to initiate a control action so that the reference angle and the prevailing angle between the first portion and the second portion are substantially equalized before the gear is disengaged;
- Wherein the control unit is operable to initiate control of an output torque of the engine for substantially equalizing the prevailing angle and the reference angle between the first and second driveline portions before the gear is disengaged; and
- Wherein the control unit is operable to activate the gearchange mechanism for disengaging the gear when the prevailing angle and the reference angle between the first and second driveline portions have been substantially.

**BRQ'1999**, on the other hand, teaches the relationship between the angular position, the time, the angular velocity and the angular acceleration, as follows:



## Basic Rotational Quantities



In addition to any tangential acceleration, there is always the centripetal acceleration:

$$a_c = \frac{v^2}{r}$$

The angular displacement is defined by:

$$\theta = \frac{S}{r}$$

For a circular path it follows that the angular velocity is

$$\omega = \frac{v}{r}$$

and the angular acceleration is

$$\alpha = \frac{a_t}{r}$$

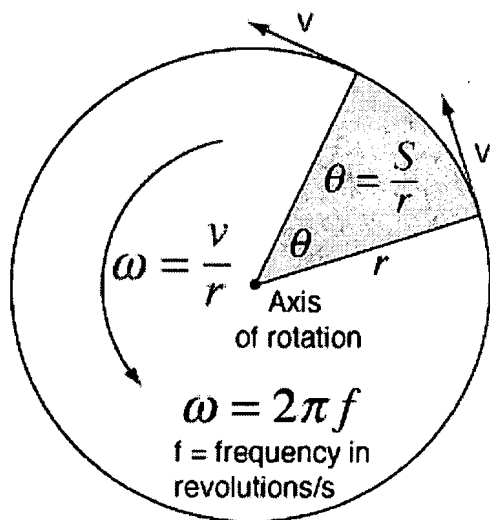
where the acceleration here is the tangential acceleration.

The standard angle of a directed quantity is taken to be counterclockwise from the positive x axis.

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## Angular Velocity



Angular velocity can be considered to be a vector quantity, with direction along the axis of rotation in the right-hand rule sense.

### Vector angular velocity

For an object rotating about an axis, every point on the object has the same angular velocity. The tangential velocity of any point is proportional to its distance from the axis of rotation. Angular velocity has the units rad/s.

$$v = \omega r \quad \text{or} \quad \omega = \frac{v}{r}$$

Angular velocity is the rate of change of angular displacement and can be described by the relationship

$$\omega_{\text{average}} = \frac{\Delta\theta}{\Delta t}$$

and if  $v$  is constant, the angle can be calculated from

$$\theta = \theta_0 + \omega t$$

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## Description of Rotation

Rotation is described in terms of angular displacement , time , angular velocity, and angular acceleration . Angular velocity is the rate of change of angular displacement and angular acceleration is the rate of change of angular velocity. The averages of velocity and acceleration are defined by the relationships:

Average angular velocity:  $\bar{\omega} = \frac{\Delta\theta}{\Delta t}$

Average angular acceleration:  $\bar{\alpha} = \frac{\Delta\omega}{\Delta t}$

where the Greek letter delta indicates the change in the quantity following it.

1.  $\theta = \bar{\omega}t$        $\bar{\omega} = \frac{\omega_0 + \omega}{2}$

2.  $\omega = \omega_0 + \alpha t$

3.  $\theta = \omega_0 t + \frac{1}{2} \alpha t^2$

4.  $\omega^2 = \omega_0^2 + 2\alpha\theta$

Equations  
for constant  
angular  
acceleration.

A bar above any quantity indicates the average value of that quantity. If  $\alpha$  is constant, equations 1,2, and 3 represent a complete description of the rotation. Equation 4 is obtained by a combination of the others.

You might want to try a numerical exploration of these equations and see them stated in words.

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Based on the teaching of BRQ'1999 above, it would have been obvious and well recognized as part of the ordinary capabilities of one skilled in the art that the first and second sensors (40 and 42) of Huber'978 must have detected the angular position of the first portion of the driveline and the second portion of the driveline, respectively, and further derived the angular velocity of the first portion of the driveline and the second portion of the driveline, respectively, in view of BRQ'1999 teaching, in order to effectively control the engaging and disengaging of the gear.

6. For the purpose of giving patentable weight to the claimed specific element, as recited in the preamble of the present claim 1, claims 1, 2 and 5-20 are rejected under 35 U.S.C. 103(a) as being unpatentable over U. S. Patent No. 6,151,978 to Huber (Huber'978) in view of applicant admission of prior art, page 4, lines 2-3 of the original specification, and the 1999 Publication of Basic Rotational Quantities (BRQ'1999).

Note:

It should be noticed that **Huber'978**, column 3, lines 27-31, states, "This invention preferably includes the method that is disclosed in the copending U.S. patent application Ser. No. 08/988,465, which was filed on Dec. 10, 1997. The teachings of that application are incorporated into this specification by reference." The U.S. patent application Ser. No. 08/988,465, filed on Dec. 10, 1997, is now the U. S. Patent No. 6,167,996 to Huber et al. (Huber'996).

Claims 1, 2 and 5-20:

**Huber'978** (Fig. 1; column 1, line 67 – column 6, line 4) discloses a driveline comprising:

- A first driveline portion (Huber'978, Fig. 1, being the combination of elements 12, 16 and a first portion of 18);
- A second driveline portion (Huber'978, Fig. 1, being the combination of elements a second portion of element 18, 20, 14 and 24);
- A first sensor (Huber'978, Fig. 1, element 40) operable to detect the speed information of the first portion of the driveline;
- A second sensor (Huber'978, Fig. 1, element 42 or the inherent vehicle speed sensor) operable to detect the speed information of the second portion of the driveline;
- Wherein the second speed sensor (being the inherent vehicle speed sensor) is operable to detect a speed of the vehicle;
- An engine (Huber'978, Fig. 1, element 12) inherently having a flywheel;
- A gearbox (Huber'978, Fig. 1, element 14);
- A control unit (Huber'978, Fig. 1, being combination of elements 32 and 34) operable to store at least one measured value which is related to the speed information between the first driveline portion and the second driveline portion when the gear is engaged in the gearbox, and is operable to initiate a control action so that the reference/preselected speed and a prevailing speed between the

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first portion and the second portion are substantially equalized before the gear is disengaged (i.e., column 2, line 56 – column 3, line 31 of Huber'978; and i.e., column 3, line 27 – column 4, line 2 of Huber'996);

- A clutch (Huber'978, Fig. 1, element 18) in the driveline;
- Wherein the first sensor is operable to detect a speed of the engine (i.e., column 3, lines 12-26 of Huber'978);
- Wherein the inherently flywheel is located in the first driveline portion and the first sensor (40) is operable to detect a first parameter which is related to a rotational position of the flywheel;
- An output shaft (Huber'978, Fig. 1, element 24) of the gearbox being in the second driveline portion;
- Wherein the inherent vehicle speed sensor is operable to detect a second parameter which is related to the rotational position of the output shaft of the gearbox;
- Wherein the control unit is operable to initiate control of an output torque of the engine for substantially equalizing the prevailing speed and the reference speed between the first and second driveline portions before the gear is disengaged at the gearbox (i.e., column 2, line 56 – column 3, line 31 of Huber'978; and i.e., column 3, line 27 – column 4, line 2 of Huber'996);
- A gearchange mechanism (Fig. 1, being the combination of elements 36, 38 and 28 of Huber'978) in the gearbox;

- Wherein the control unit is operable to activate the gearchange mechanism for disengaging the gear when the prevailing speed and the reference speed between the first and second driveline portions have been substantially equalized (i.e., column 2, line 56 – column 3, line 31 of Huber'978; and i.e., column 3, line 27 – column 4, line 2 of Huber'996);
- A first component (Huber'978, Fig. 1, element 16) of the first driveline portion;
- Wherein the first sensor (40) is operable to detect a position of the first component (i.e., column 3, lines 12-26 of Huber'978);
- A second component (Huber'978, Fig. 1, element 20) of the second driveline portion; and
- Wherein the second sensor (42) is operable to detect a position of the second component (i.e., column 3, lines 12-26 of Huber'978).

***Huber'978*** lacks:

- Wherein the specific element is adapted to allow elastic rotation between the first and the second driveline portions when driving torque is being transmitted in the driveline.

***Huber'978*** does not explicitly state:

- Wherein the first sensor operable to detect an angular position of the first portion of the drive line;

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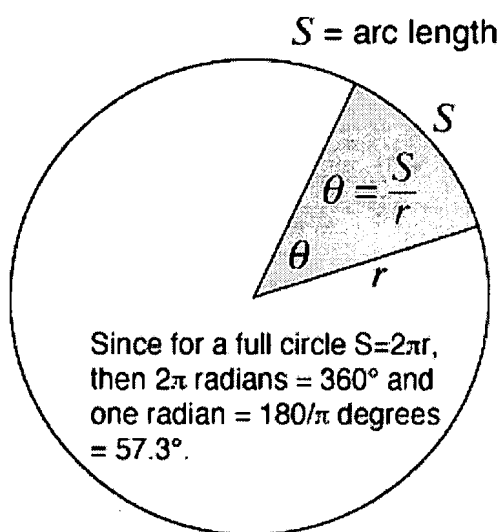
- Wherein the second sensor operable to detect an angular position of the second portion of the drive line;
- Wherein the control unit is operable to store at least one measured value which is related to a reference angle between the position of the first driveline portion and the position of the second driveline portion when the gear is engaged in the gearbox, and is operable to initiate a control action so that the reference angle and the prevailing angle between the first portion and the second portion are substantially equalized before the gear is disengaged;
- Wherein the control unit is operable to initiate control of an output torque of the engine for substantially equalizing the prevailing angle and the reference angle between the first and second driveline portions before the gear is disengaged; and
- Wherein the control unit is operable to activate the gearchange mechanism for disengaging the gear when the prevailing angle and the reference angle between the first and second driveline portions have bee substantially.

*Applicant admission of prior art, page 4, lines 2-3 of the original specification,* on the other hand, teaches the conventional clutches, such as clutch 18 of Huber'978, are often of a design to allow elastic rotation between the first and the second driveline portions when driving torque is being transmitted in the driveline.

**BRQ'1999**, however, teaches the relationship between the angular position, the time, the angular velocity and the angular acceleration, as follows:



## Basic Rotational Quantities



In addition to any tangential acceleration, there is always the centripetal acceleration:

$$a_c = \frac{v^2}{r}$$

The angular displacement is defined by:

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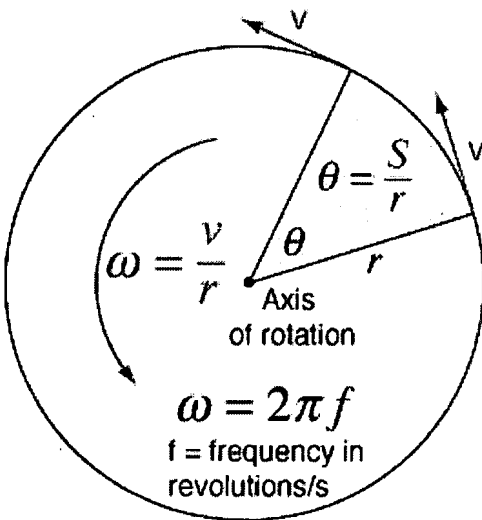
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The standard angle of a directed quantity is taken to be counterclockwise from the positive x axis.

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For an object rotating about an axis, every point on the object has the same angular velocity. The tangential velocity of any point is proportional to its distance from the axis of rotation. Angular velocity has the units rad/s.

$$v = \omega r \quad \text{or} \quad \omega = \frac{v}{r}$$

Angular velocity is the rate of change of angular displacement and can be described by the relationship

$$\omega_{\text{average}} = \frac{\Delta\theta}{\Delta t}$$

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1.  $\theta = \bar{\omega}t$        $\bar{\omega} = \frac{\omega_0 + \omega}{2}$

2.  $\omega = \omega_0 + \alpha t$

3.  $\theta = \omega_0 t + \frac{1}{2}\alpha t^2$

4.  $\omega^2 = \omega_0^2 + 2\alpha\theta$

Equations  
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A bar above any quantity indicates the average value of that quantity. If  $\alpha$  is constant, equations 1,2, and 3 represent a complete description of the rotation. Equation 4 is obtained by a combination of the others.

You might want to try a numerical exploration of these equations and see them stated in words.

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Based on the teaching of BRQ'1999 above, it would have been obvious and well recognized as part of the ordinary capabilities of one skilled in the art that the first and second sensors (40 and 42) of Huber'978 must have detected the angular position of the first portion of the driveline and the second portion of the driveline, respectively, and further derived the angular velocity of the first portion of the driveline and the second portion of the driveline, respectively, in view of BRQ'1999 teaching, in order to effectively control the engaging and disengaging of the gear.

Since all claimed elements were known in the prior art, as set forth above, one skilled in the art could have combined the elements as claimed by known methods with no change in their respective functions, and the combination would have yield predictable results to one of ordinary skill in the art at the time of the invention.

**7. Claims 3-4 are rejected under 35 U.S.C. 103(a) as being unpatentable over U. S. Patent No. 6,151,978 to Huber (Huber'978) in view of applicant admission of prior art, page 4, lines 2-3 of the original specification, and the 1999 Publication of Basic Rotational Quantities (BRQ'1999), as applied to claims 1, 2 and 5-20 above, and further in view of U. S. Patent No. 4,601,676 to Tojima et al.**

*Claims 3-4:*

*Huber'978 in view of applicant admission of prior art and BRQ'1999* disclose the limitations as set forth in paragraph 6 above. Regarding claims 3-4, Huber'978 does not explicitly disclose:

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- Wherein the clutch includes a clutch disc, a hub connected to one of the first and second driveline portions; and
- Wherein the clutch disc is operable to allow elastic rotation of at least  $\pm 8$  degrees;

*Tojima* (i.e., Figs. 1-6; column 1, line 64 – column 4, line 2), on the other hand, teaches a clutch disc comprising:

- a. A flywheel (i.e., column 2, line 66);
- b. A clutch hub (i.e., Fig. 1, element 1);
- c. A clutch peripheral portion round the clutch hub (i.e., Fig. 1);
- d. Wherein the clutch disc is operable to allow elastic rotation between the hub and the peripheral portion (i.e., column 2, line 64 – column 3, line 27); and
- e. Wherein the clutch allows elastic rotation at least  $\pm 8$  degrees (i.e., Fig. 5; column 3, lines 25-26).

It would have been obvious to one of ordinary skill in the art at the time this invention was made to modify Huber'978 such that clutch 18 is the damper disc type clutch, in view of *Tojima*, in order to effectively absorb torque vibrations in the vehicle driveline (i.e., *Tojima*, column 3, line 61 – column 4, line 2).

#### ***Response to Arguments***

8. Applicant's arguments with respect to claims 1-20 have been considered but are moot in view of the new ground(s) of rejection.

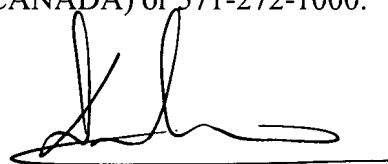
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*Conclusion*

9. Any inquiry concerning this communication or earlier communications from the examiner should be directed to David D. Le whose telephone number is 571-272-7092. The examiner can normally be reached on Mon-Fri (0700-1530).

If attempts to reach the examiner by telephone are unsuccessful, the examiner's supervisor, Charles A. Marmor can be reached on 571-272-7095. The fax phone number for the organization where this application or proceeding is assigned is 571-273-8300.

Information regarding the status of an application may be obtained from the Patent Application Information Retrieval (PAIR) system. Status information for published applications may be obtained from either Private PAIR or Public PAIR. Status information for unpublished applications is available through Private PAIR only. For more information about the PAIR system, see <http://pair-direct.uspto.gov>. Should you have questions on access to the Private PAIR system, contact the Electronic Business Center (EBC) at 866-217-9197 (toll-free). If you would like assistance from a USPTO Customer Service Representative or access to the automated information system, call 800-786-9199 (IN USA OR CANADA) or 571-272-1000.



David D. Le  
Primary Examiner  
Art Unit 3681  
09/18/2007

ddl

OK TO ENTER: /DL/

09/18/2007

P/1228-186

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

In re Patent Application of

Lars-Gunnar HEDSTRÖM

Serial No.: 10/505,382

Filed: August 20, 2004

For: ARRANGEMENT AND METHOD FOR ALLOWING DISENGAGEMENT OF A  
GEAR IN A GEARBOX

Confirmation No.: 5175

Date: December 8, 2006

Group Art Unit: 3681

Examiner: David D. Le

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VIA EFS-WEB

Commissioner for Patents

P.O. Box 1450

Alexandria, VA 22313-1450

**AMENDMENT AFTER FINAL REJECTION**

Sir:

This is a response to the final Office Action mailed September 8, 2006 in the above-identified application. Reconsideration of the application is respectfully requested.

In the event the actual fee is greater than the payment submitted or is inadvertently not enclosed or if any additional fee during the prosecution of this application is not paid, the Patent Office is authorized to charge the underpayment to Deposit Account No. 15-0700.

**CONTINGENT EXTENSION REQUEST**

If this communication is filed after the shortened statutory time period had elapsed and no separate Petition is enclosed, the Commissioner of Patents and Trademarks is petitioned, under 37 C.F.R. § 1.136(a), to extend the time for filing a response to the outstanding Office Action by the number of months which will avoid abandonment under 37 C.F.R. § 1.135. The fee under 37 C.F.R. § 1.17 should be charged to our Deposit Account No. 15-0700.